

Mails.

Intimations.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TOS IL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 29th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITAL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUFTOPF" Capt. H. Kirchner	A bout THURSDAY, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 10th June 10 A.M.
KUDAT and SANDAKAN	"BORMEO" Capt. F. Sembill	Beginning of June.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1909.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyor.)

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scott, A. I. and Watkins,

Yokohama, May 23rd, 1909.

AU HOI'S EARNINGS.

HALL CAINE'S STRUGGLE FOR LITERARY SUCCESS.

CUTCLIFFE HYNE'S FIRST NOVEL.

Hall Caine has stirred up a sort of literary hornets' nest by describing his early experiences as a writer, says an American contemporary. His main offence consists in speaking of having a stiff struggle on an income of \$1,500 a year. Most of his critics—many of whom are prominent authors, describe this as princely, and they then give sombre insights into their own earnings. Hall Caine, when he started on the race for literary success, had a regular salary of \$1,000 a year from the Liverpool Mercury; while he was making another \$500 on the side by contributions and reviews published in the Athenaeum and Academy. Out of his first book, he complains, he made only \$80, while for his third book—The Desmiser—he obtained only \$750.

A WARNING.

Edgar Jepson, author of the successful book, "Silil Falco," handles "Hall" Caine without gloves, and says that his income was incomparably greater than most aspirants to literary distinction. Speaking for himself, Jepson says: Out of my first book I made exactly nothing at all; out of my second, "The Passion of Rome," which I am frequently assured is the best book I ever wrote, I made \$10; out of my first five books I made \$825.52—or about \$167.30 per book. They contain some of the best works I ever did, and I have kept the figures as a warning to young men and women desirous of essaying the gamble of fiction. It is my experience that not one beginner in twenty makes \$100 out of his first novel. I believe that \$100 is above the average.

In a similar strain to that of Edgar Jepson writes Silas K. Hocking, Frankfurt, Moore, Gilbert Parker, Charles Marriott, Cutcliffe Hyne and others. The last-named writer, speaking of his own income, says:

SEAMY SIDE OF LITERATURE.

I wrote long novels which did not advance past the manuscript stage. I then descended to writing boys' books and sold two to Blackie for something like \$150 apiece. I was working six years before I made \$10 a year, during all the time I was travelling about the world, getting material at first hand.

Charles Marriott, now recognised as one of the English novelists who have arrived, gives some illuminating items which show the seamy side of literature. Among other things, he says: "When I wrote my first novel my wife and I with two children were living on \$70 a year. This took me from 9 to 6 every day to earn by a fairly exhausting occupation, so that I bad only the evenings for writing. I sold my first novel outright for \$125. For the next two years my actual earnings by writing amounted to \$1,800, or \$90 a year. This sum represents two novels, twelve short stories, the same number of miscellaneous articles and a little reviewing."

NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH a SHOEING FORCE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names, and number of horses or ponies to the undersigned.

G. W. GEGG,
Manager,
Kennedy's Stables,
Hongkong, 4th May, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-KEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

N. O. 3, MORRISON HILL. Entry about 1st proximo.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 12th May, 1909.

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 1 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-KEI-CHUNG ROAD, A HOUSE in RIPPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 15th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"
C/o Hongkong Telegraph.

Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw & Son). Rent low.

Apply to—
THE COMPRADORE DEPARTMENT,

E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & CO., LTD.

Hongkong, 15th May, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David

Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & CO., LTD.

Hongkong, 15th May, 1909.

TO LET.

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HOUSE STREET, in rear of David

Sassoon

Intimation.

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THE JAPANESE IN KOREA.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, at a rate cut hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by "public or private sale" as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received by the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any day prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—

BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawn-breaking, as follows:

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindas River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindas River and on the other by the northern boundary of Province Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARK—being the Territory between Batu-Batu and the Lawas northward watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The detail rates for Chando, fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per hundre	\$ 2.40
thi	0.30
ship packet	0.01
"	0.12
"	0.00
"	0.00

(h) The Opium Farmer is responsible for seeing that Chando is not sold by retail at the Opium Fair or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shop wholesale with Chando and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chando prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz.—

SCHEDULE A.

The Opium Proclamation No. 16 of 1908 as amended by No. 7 of 1909.

The Liquor Proclamation No. 17 of 1909.

The Pawnbrokers' Proclamation No. 18 of 1909 as amended by No. 1 of 1909, and No. 3 of 1909.

The Gambling Proclamation No. 8 of 1909.

Execution of them has been transmitted downwards into the hands of the military bureaucracy. Beyond doubt Japan, a master of the art of organization, has already achieved wonders in the reorganizing of Korea. But organization is only truly efficient in proportion to its adaptability; and it is conceivable that the Japanese administrators of Korea may take so much scientific pleasure in the perfection of their machine as to lead them to forget that touch of sentiment which is necessary to make it acceptable. The Koreans have been too long accustomed to the casual ways of the old administration to let go of leading strings, at least for some time to come. But the ultimate success of colonization depends on the extent to which the colonists are left to their own devices; and every fresh concession that can be made to Koreans in the direction of self-government will strengthen the foundations of the new order that was instituted two years ago.—N. C. D. News.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

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The Liquor Proclamation No. 17 of 1909.

The Pawnbrokers' Proclamation No. 18 of 1909 as amended by No. 1 of 1909, and No. 3 of 1909.

The Gambling Proclamation No. 8 of 1909.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,

Agents,

Hongkong, 25th May, 1909. [437]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDLERSBORO, LONDON AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st inst. at 8 A.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 24th May, 1909. [438]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents,

Hongkong, 26th May, 1909. [439]</

Entertainment.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" Gallon 5.00

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

be open to question we feel that stringent measures should be employed to prevent such a misuse of the market facilities as that indicated. Mr. Shelton Hooper's statement to the Board that "Owing to the prevalence of contagious diseases of the worst sort and diseases amongst the lower class Chinese, I consider the use of the fish tanks as baths a source of danger to the public health, an opinion which is shared by the medical men whom I have consulted on the matter," was by no means too strong. He nicely echoed the opinion which every householder will entertain on hearing the facts. What we cannot understand is that Mr. Hooper, himself a staunch supporter of the Sanitary Board as the central authority on health questions, should have thought it necessary to represent the matter in the first instance to the Government instead of the Board itself. He seemed to feel that some explanation was necessary to account for his action because he is reported to have said: "There is no doubt as to the facts, for you, sir, were with me and witnessed the occurrence. I therefore communicated to the Government direct, because it seems to me a little doubtful as to who has authority to instruct the Sanitary Department. I don't know whether the Sanitary Board have, though I think we have, but at any rate the Government have the right to instruct them. It was for this reason I communicated direct. The Government seem to have treated the matter rather lightly and are trying to discount the incident on account of it having taken place after dark. Certainly it was after dark. The market is open to the public after dark, and it was for that reason we were there to report on the lighting. Any member of the public might have been present; man or woman, making purchases, and as I have said the thing is disgusting and revolting."

The Secretaries of His Excellency Tang Shao-yi's mission returned to Peking on May 11 by train, coming via Siberia. Among them is Prince Ching's son, who was First Secretary of the mission. His Excellency Tang Shao-yi, after the audience with the Tsar, returns via Siberia. He will not come to Peking at once, but will first go to his native place near Canton. — *P. & T. Times.*

An exchange contains a pathetic story of how an Indian woman living north of the Port Arthur, Ontario, cut a piece of flesh from her body in an effort to procure food for her children when they were starving. The woman and children were in desperate straits. The last scrap of food had been eaten days before, and there was no game, though the woman hunted until her strength was gone. In this pitiable condition she secured a knife and cut a strip of flesh from her body. This flesh she used as a bait to catch fish, and thus sustained life until help arrived.

REAR-ADMIRAL the Hon. Victor Alexander Montagu was 68 on 20th ult. He is the brother and heir presumptive of the present Earl of Sandwich. Entering the Navy in 1853, he had the remarkable experience of passing all his active service career as a midshipman. As a youth of 14 he won a winning distinction at the blockade of the Russian Fleet at Kronstadt during the Crimean War, later was present at the bombardment and taking of Sebastopol. In 1857 he assisted to break up the fleet of piratical warjunks at Fatschau, on the Canton River, and in one of the Pearl's naval brigade in the great Sepoy rebellion he took part in no fewer than 19 actions.

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LOCAL AND GENERAL.

SECOND Lieutenant L. Robertson, in Battalion Queen's Own Cameron Highlanders, has been promoted Lieutenant after the exceptionally long service of exactly six years.

A FIRE broke out in the drying room at the International Cotton Mill, Foo-tung, at 3.30 p.m. on Thursday. The mill employees were able to put out the fire in fifteen minutes and the damage done is very trifling.

COMMISSIONER Tang Shao-yi has telegraphed to the Government asking it to place his resignation before the Throne. The Government, however, has endeavoured to prevail upon him to remain in service.

Mrs. Valentine Chirol, Foreign Editor of *The Times*, arrived in Tokio on 21st inst. Dr. Morrison, *The Times* Peking correspondent, was expected to arrive on Sunday or Monday, inst. Mr. Chirol will visit Peking before returning home by way of Siberia.

THREE coolies were charged in the Police Court this morning with the alleged theft of 1,806 feet of piping from railings on Kennedy, Conduit, Wong-wei-chong and Albert Roads of a total value of \$3,150 belonging to the Government. The case was remanded.

A SYNDICATE, prospecting 150 miles south of Suez on the sea coast, has struck oil, the gusher giving increasing quantities daily and indicating large reserves. The possibility of a cheap supply of liquid fuel is a discovery of the greatest importance to Egypt, and the unique geographical position should render the discovery valuable to the British Navy.

The Secretaries of His Excellency Tang Shao-yi's mission returned to Peking on May 11 by train, coming via Siberia. Among them is Prince Ching's son, who was First Secretary of the mission. His Excellency Tang Shao-yi, after the audience with the Tsar, returns via Siberia. He will not come to Peking at once, but will first go to his native place near Canton. — *P. & T. Times.*

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DROWNING FATALITY.

SAD ACCIDENT TO BRITISH BLUEJACKET.

A sad drowning fatality is reported to have occurred at a late hour on Thursday night, reports the *Shanghai Mercury* of 22nd inst., the victim being one of the crew of H.M.S. *Cadmus*. About 10 p.m. on Thursday Leading Seaman George Frank Stewart, commonly known as Donald Stewart, and a companion were going on board H.M.S. *Cadmus* in a sampan. As the frail craft neared the ship both men stood up on the deck of the sampan ready to step on the gangway when the ship's side was reached. The sampan man suddenly slewed his craft round and threw a swell at the time the two men, losing their balance, were precipitated into the river. The sampan man on seeing his passengers in the water raised a cry for help, which was heard on board the *Cadmus* and a boat was at once lowered. In the meantime, the sampan man had leaped over the side of his craft and caught hold of one of the struggling men and tried to haul him on board the sampan, but could not succeed and hollered to the river. The deceased was a native of Scotland and was quite a young man and greatly esteemed by his shipmates. He was a noted boxer and wrestler and had taken part in some of the recent boxing tournaments at Ching-Soo-Gardens and other places.

The Prime Minister has requested Admiral of the Fleet Sir Arthur Keay Wilson, G.C.B., G.C.V.O., to become a member of the Committee of Imperial Defence. Admiral Wilson, who is 67, entered the Navy in 1855, and in the course of his long service took part in the Crimean and China wars. "The Silent Admiral," as he is called, from his preference for practice instead of preaching, is the inventor of the double-barrelled torpedo tube, and is accounted the finest tactician and strategist in the Navy.

THE IMPERIAL BANK CASE.

JUDGEMENT RESERVED.

In the Supreme Court, this morning, before a Full Bench, comprised of the Chief Justice (Sir Francis Pigott) and Mr. Justice Gompertz, further argument was heard in the case in which Leung Shui Kong, comprador to the Canadian Pacific Railway, appeals against the judgment of the Chief Justice, given against him in favour of the Imperial Bank of China (respondents) about a year ago. Messrs. M. W. Slade and H. G. Calthrop, instructed by Mr. F. Pigot Hett, of Messrs. Bruton and Hett, appeared for the appellant, while Mr. H. E. Pollock, K.C., with whom was Mr. H. J. Gedde, of Messrs. Stokes and Master, represented the respondents.

In this case, the Imperial Bank of China brought a claim against Leung Shui Kong—

(1) To recover the sum of \$40,045.65 being the amount of surety of one Leung King Wo, deceased, under a written contract dated 28th August, 1897.

(2) Compound interest at the rate of eight per cent. per annum with half-yearly interest upon the various amounts composing the amount from the following dates, respectively—

(a) Interest on \$16,098.15 from 15th November, 1901, until payment or judgment;

(b) Interest on the sum of \$10,605.79 from 1st May, 1902.

(c) Interest on three sums (\$56,447.5, \$13,105.52 and \$6,444) from 1st July, 1902, until payment or judgment.

The Chief Justice at the time held that the defendant was responsible, and entered judgment accordingly. Hence the appeal.

Counsel addressed the court at length and judgment was reserved.

CANTON DAY BY DAY.

SUNNING RAILWAY.

[From Our Own Correspondent.]

Canton, 25th May.

The whole line of the Sunning Railway has been completed, for passenger traffic all through from Kung Yick Fau to the terminus at Tou Shan. The 16th day of this month (the 3rd of June next) has been fixed for the opening of the through line. Yesterday the director of the Railway Company, Mr. Chao Yu He, accompanied by Mr. Yu Kin Yiu, called on H.E. Chang Jen Chun and requested him to take part in the ceremony on that auspicious occasion.

OPIUM DIVANS.

On information being received that there are at present a number of opium divans still open in public places in this city on the evils of the drug. The members of this Association have shown great activity in the suppression of opium smoking, and since the creation of a body of detectives, many offenders against the anti-opium regulations have been arrested and fined.

ANTI-OPIUM CAMPAIGN.

Of late the Canton Anti-opium Association sent some of its members to deliver speeches in public places in this city on the evils of the drug. The members of this Association have shown great activity in the suppression of opium smoking, and since the creation of a body of detectives, many offenders against the anti-opium regulations have been arrested and fined.

PRATAS ISLANDS.

The native of Weichow Prefecture, residing in Canton, have again convened a meeting to take place on the 30th instant at the principal assembly Hall, Ming Ieong Tong, to discuss matters in connection with the Pratas Islands question.

REVOLUTIONARY LEADER'S TRIAL.

The revolutionary leader, Tam Fook alias Tam Mun Ping, who was brought to Canton two days ago from Hunan where he was arrested, will not be tried until the return of Admiral Li Chin from the Paracels.

PIRACY OF TRADE MARK.

Two hundred cases of kerosene oil in tins with fraudulent imitation of the Standard Oil Company's trade mark were found in Honan. The owner was arrested and sent to the Nanking magistracy where he was made to pay a fine of \$100 and the oil was ordered to be confiscated.

BANGKOK-SWATOW SHIPPING.

Competition between the Norddeutscher Lloyd steamers and those of the China-Siam Steam Navigation Co. would appear to be rapidly reaching an acute stage, no doubt greatly to the delight of the coolies and other Chinese returning from Siam to China. Two vessels left Bangkok on 9th inst. for Swatow, the N. D. L. *Rafaburi* and the steamer *Proteus*, chartered by the new company. The *Rafaburi*, albeit she is by far the superior vessel and that the ridiculously low sum of two ticals a head was charged for the 5 or 6 days' trip, only received 66 passengers while the *Proteus* took 600, the full number the is entitled to by law, although 8 ticals a head was charged. The competition in point of fact is on an almost entire parallel with that which arose when the Nippon Yusen Kaisha commenced running boats here a few years ago and it will be interesting to watch the upshot.

STRaits Times.

THE OPIUM HABIT.

INQUIRIES FOR REMEDIES.

Prince Kung, Anti-Opium Commissioner in Peking, has telegraphed to the Chinese Ministers abroad asking them to make extensive inquiries in the countries to which they are accredited for efficacious remedies to cure opium habits in order that they may be introduced and used in China. His Highness and colleagues propose that prohibition of poppy plantations should precede that against smoking, but Duke Tsai Tsai-hsi, the opposite view and contends that when smoking has been entirely suppressed, importation of opium as well as plantation will cease of its own accord. The Anti-Opium Commissioners have appointed deputies to proceed to the various provinces to make secret inquiries as to whether the Viceroy, Governors and other high provincial dignitaries, are addicted to the habit. They will then report to the Commissioners who will impeach those discovered guilty of smoking opium.—*N. C. D. Lewis*.

STRONG MAN IN HONGKONG.

PHYSICAL CULTURE DISPLAY BY "THE POCKET HERCULES."

At the invitation of Mr. Harold Evelyn (Ben Hur) a gathering of press representatives and the medical profession of Hongkong attended the Hongkong Cinematograph yesterday afternoon. The show was one of the best of its kind seen in the Colony, and the audience showed their appreciation by their numerous *encores*.

The proceedings opened by the young athlete, who is only twenty-two years of age, and 130 pounds in weight, lifting on his feet 1,300 pounds of stone which was suspended on a large pole. This feat was accomplished with great ease.

The next item on the programme, we noticed, was the lifting of an iron dumb-bell, (weighing nearly 200 pounds) above his head and dropping it on the nape of his neck.

Then, at the invitation of the performer six of the spectators were invited to the stage,

and one of the most marvellous scenes witnessed took place. These men, the lightest of whom weighed no less than 160 pounds,

stood on the performer's frame, while he rested on two trestles. This feat was much admired by those present. But the sensation of the evening was yet to be seen. Mr. Harold Evelyn, to the amazement of his audience, permitted a stone (weighing nearly 200 pounds)

to be dropped, about four feet high, on his abdomen, from which it rebounded like a rubber ball.

From what we have said, it can be judged that the stamna of the athlete is remarkable. The second part of the performance consisted of a series of muscular poses, in which the wonderful development of the "Pocket Hercules" was displayed. The performance concluded by Mr. Evelyn dancing the superficial muscles of his anatomy in rhythm with music. Mr. Evelyn was specially examined by the doctors present, who expressed surprise at the suppleness of his muscle generally. The "show" is worth visiting.

A TRIP TO CHINA.

BANGKOK BANKER'S STRANGE EXPERIENCE.

CHAINED, IMPRISONED AND FLOGGED.

Mah Mee Soon, banker, broker, and merchant, is one of the best known Chinese business men in Bangkok, says the *Siam Observer*. He was born in the district of Taichu, China, came to Bangkok when he was sixteen and is now 45 years of age. He began life here as an ice-cream vendor, and became so well-known and liked that H. R. H. Prince Devawongse gave him special permission to vend ice-cream in the Royal Palaces. By degrees he worked his way up the ladder till he reached the affluent position he enjoys to-day. Mah Mee Soon has a wife and three children in Bangkok and also a wife and three children in his native village Teo Yeo. He has made several trips from Bangkok to his native place, going via Swatow.

On November 3, 1908, Mah Mee Soon left Bangkok by steamer on one of these periodical trips. He had enjoyed about a month's rest in his native village, when one day a military company of 60 men with two officers came to his house, and, charging him with being a rebel, arrested him. He was bound with a chain around his neck and his hands fastened behind his back, and made to walk for a day to a railway station, where he was entrained and brought to Tachoo, the big town of the district.

TORTURE.

Here he was brought before a court and charged with being a rebel. This he denied, but his denial and explanations were not accepted and he was detained in prison. There are several prisons in this town and Mah Mee Soon was sent to one where 60 other prisoners were confined. After three or four days he was taken before the court again and asked to admit he was a rebel. He refused and was then put in the cage, the Chinese equivalent for the stocks, and kept there an hour. Again he was pressed to admit being a rebel but refused. He was next ordered to be flogged. He got 50 strokes with a rod, then was brought before the court once again. Still refusing to answer as the court desired, he got flogged, 50 strokes at a time, till he got 200 and had become unconscious. The floggings lasted for over an hour and a half. Unconscious and bleeding he was carried on a board to the prison where he lay for eight days unable to move. After the lapse of eight days attempts were made to take his handprints as a token of his admission of guilt, but this he prevented. For this he was ordered to be again flogged, but seeing his flesh was too raw for further flogging he was put in the cage instead. He was altogether undergoing this torture for about 60 days, during which he was taken before the court seven times.

LIB

Telegrams.**"HONGKONG TELEGRAPH"**

SERVICE.

REFORMERS.**PROPOSED REINSTATEMENT IN OFFICE***[By courtesy of the "Sheung Po"]*

Peking, 25th May.

The Prince Regent proposes to reinstate in office the reformers who were implicated in the 1898 coup d'etat.

A certain Grand Councillor has tried his best to dissuade the Regent from carrying out his intention for fear lest it might affect himself.

The Prince Regent would not, however, be prevailed by him and has made up his mind to put into effect his original idea.

NAVAL REORGANISATION.**HOW FUNDS ARE TO BE RAISED.***[By courtesy of the "Sheung Po"]*

Peking, 25th May.

The Commissioners of the Naval Reorganisation Board have consulted the Grand Council on the advisability of increasing the duties for one year in order to raise funds for the Navy.

Chang Chih-tung, being adverse to the proposal, it has fallen to the ground.

WANG TA-HSIEH.**PERSONA NON GRATA.***[By courtesy of the "Sheung Po"]*

Peking, 25th May.

The natives of Chekiang have opposed the appointment of Wang Ta-hsieh as vice-president of the Ministry of Posts and Communications.

Whereupon the Grand Councillors propose to appoint him on the Deliberative Council, so as not to incur the displeasure of the people.

The following, from the N.C. D. News, explains the relation between H. E. Wang and the people of Chekiang:—

AN OFFICIAL STRUGGLE.

It will be remembered that last year, when the Chekiang Railway Loan was concluded the gentry of the province regarded it as having been forced upon them. Much indignation was felt against H. E. Wang Ta-hsieh, a Chekiang man, who was appointed to negotiate the question, probably on account of his previous appointment as Minister to the Court of St. James. Feeling ran high against ex-Minister Wang, so much so that the Chekiang people renounced him as a fellow provincial and his own clan refused to recognize him.

Time does not seem to have softened this aspect. Recently, when Mr. Wang took up his Vice-Presidency of the Yuchuanpu, after his return from Lintao, Mr. Tang Shou-chien, President of the Chekiang Railways, dispatched a telegram to the Yuchuanpu, strongly requesting Mr. Wang's dismissal. The contention was that a man who had been unsuccessful in railway affairs should not be permitted to have anything further to do with railways; and his services, if valued at all, might be utilized in other ways. This request was accompanied with the information that his refusal would cause the writer's resignation of the presidency of the Railway.

President Tang stated that the installation of Wong to office in the Yuchuanpu was equivalent to no approval of Wang's former doings and policy, and a vote of censure on himself. He had resolved never to submit to the orders of the Yuchuanpu under the management of Wang and Sheng Kung-pao, who were also thoroughly hated by the Chekiang people.

Recent reports state that the Government resists its attempt to coerce it and is inclined to ignore the petition. On the other hand, the offended Vice-President "saved his face" by sending his resignation.

A CHINESE NAVAL STUDENT.**HIS TOO CONSCIENTIOUS METHODS.**

News from France says that a young Chinaman, a pupil on board the training ship *Borda*, has been arrested on a charge of stealing some papers from an officer's cabin. It appears that he went, in company with a companion, to Brussels to have the papers in question photographed and was apprehended on his return with the documents in his possession. When taken before a French magistrate on the charge of theft, Yen Kor Hoa indignantly repudiated the suggestion. "I am a Chinaman," he said, "and owe a duty to my country. I have been sent on board the *Borda* to become a competent naval officer, and I ought not to be kept in ignorance of anything that can be learned relating to a French vessel of war. It was my intention to replace the documents, and to use the photographs which I have taken in order to study them at leisure. I am not a spy or a thief." A correspondent was told at the Ministry of Marine that the documents stolen were of no particular importance and the charge against the Chinaman is merely one of theft. He is, however, still in the Saint-Friant.

HONGKONG GYMKHANA CLUB.**THE SECOND MEETING.**

The programme of the second meeting to be held at the Happy Valley, on Saturday, 29th inst., (weather permitting) is as follows:—

1. - 30 p.m.—FIVE FURLONGS FLAT RACE.

For subscription griffins of any season which have not won an official race. Weight for inches as per scale. Unplaced runners at official meeting 1909 allowed 3 lbs. Winner at 1st Gymkhana to carry 10 lbs. extra. To be ridden by jockeys who have not won an official race in Hongkong, or China. Entrance fee \$5. 1st prize. Presented by the Hongkong Gymkhana Club, and prize: \$25.00. Entrance fees to go to winner.

Mr. C. E. Anson's Dunkerry, 15lbs.

Major Cobbell's The Thief, 15lbs.

Mr. C. E. G. Davidson's Seraph, 149lbs.

Mr. F. B. Deno's Butcher, 15lbs.

Mr. D. L. M. Tamar, 15lbs.

Mr. K. K. Moore's Highland Heather, 149lbs.

Mr. H. G. Moore's Lyemus, 15lbs.

*Penalty of 10lbs.

2. - 30 p.m.—WEITER RACE. HALF A MILE.

For all China pony hacks or polo ponies. To be ridden by owners; pony to have been property of rider for at least one month prior to date of race. Catch weights 12 stones. Winner at 1st Gymkhana 14 lbs. extra. Open to members of Jockey and/or Polo Clubs, also members of both Services. Entrance fee \$5. 1st prize: presented by Commodore H. Lyon, R.N. and prize: \$15.00. (Entrance fees to go to winner.)

Mr. Blank's White Heather, 168lbs.

Mr. Elwes' Kiddale, 168lbs.

Major H. Findlay's Billy, 168lbs.

Hon. Mr. W. J. Gresson's Birthday, 168lbs.

Mr. K. K. Moore's Drunkenpaul, 168lbs.

*Penalty of 14lbs.

3. - 40 P.M.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 1st 10 lbs. Winners of an open race or open griffon race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first, 2 for second, and 1 for a third. The benefit of marks already scored to pass with the pony on a side. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. and Prize: \$5. (Half entrance fees to go to winner.)

Mr. F. B. Deno's Dart, 168lbs.

Mr. Dryasdust's Coxcomb, 158lbs.

Mr. Dryasdust's Triad, 158lbs.

Mr. Dryasdust's Best Friend, 158lbs.

Major Findlay's Whitehat, 168lbs.

Hon. Mr. W. J. Gresson's Gasth, 154lbs.

Mr. J. Johnstone's Just-in-Time (late White Heather), 156lbs.

Mr. K. K. Moore's Highland Heather, 131lbs.

Messrs. Leah and Moore's Sportsman (late Volga), 150lbs.

Mr. L. K. Leeson's Seafoam, 118lbs.

Hon. Mr. F. H. May's Astral, 161lbs.

Mr. Sherlock's Larkspur (late Cattistock), 148lbs.

The Hongkong Mounted Troop:—

Lieut. Johnstone.

5. "A" Team { Trooper Gedge,

Trooper Dupre.

Sergt. Bilson.

6. "B" Team { Trooper Maxwell.

Trooper McIlraith.

5. - 50 p.m.—ONE MILE FLAT RACE.—For subscription griffins of season which have not won an official race. Weight for inches as per scale. Unplaced runners at official meeting 1909 allowed 3 lbs. Winner at 1st Gymkhana to carry 10 lbs. extra. To be ridden by jockeys who have not won an official race in Hongkong, or China. Entrance fee \$5. 1st prize. Presented by the Hongkong Gymkhana Club, and prize: \$25.00. Entrance fees to go to winner.

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Mr. K. K. Moore's Lyemus, 158lbs.

*Penalty of 10 lbs.

7. - 5.30 P.M.—WEITER RACE. HALF A MILE.

For all China pony hacks or polo ponies. To be ridden by owners; pony to have been property of rider for at least one month prior to date of race. Catch weights 12 stones. Winner at 1st Gymkhana 14 lbs. extra. Open to members of Jockey and/or Polo Clubs, also members of both Services. Entrance fee \$5. 1st prize: presented by Commodore H. Lyon, R.N. and prize: \$15.00. (Entrance fees to go to winner.)

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*Penalty of 14 lbs.

8. - 5.30 P.M.—ONE AND A QUARTER MILE FLAT RACE. Handicap.—For all China ponies. Entrance fee \$5. First prize: presented by the Hongkong Gymkhana Club, and prize: \$25. (Entrance fees to go to winner.)

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9. - 5.30 P.M.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 1st 10 lbs. Winners of an open race or open griffon race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first, 2 for second, and 1 for a third. The benefit of marks already scored to pass with the pony on a side. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. and Prize: \$5. (Half entrance fees to go to winner.)

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Shipping—Steamers.

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RAILWAY CO'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Cabisda and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

SAVING 4 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.

ALLAN LINE.....

SATURDAY, JUNE 12TH. FRIDAY, JULY 9TH.

"EMPEROR OF CHINA" "EMPEROR OF IRELAND"

SATURDAY, JULY 3RD. FRIDAY, JULY 30TH.

"MONTEAGLE" ALLAN LINE.....

WEDNESDAY, JULY 14TH. SATURDAY, JULY 24TH. FRIDAY, AUG. 20TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificient vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).
1710.

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 143.

Via New York 145.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CRADOCK & CO., General Trade Agents.

Corner Fetter Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For Steamship On
SINGAPORE and SOURABAYA ONSANG SATURDAY, 29th May, Noon;
SHANGHAI CHUYSANG MONDAY, 31st May, Noon;
TIENTSIN VIA CHEFOG CHEONGSHING FRIDAY, 4th June, Noon;
MANILA YUENSANG FRIDAY, 4th June, 4 P.M.;
SHANGHAI, YOKOHAMA, KOBE EOKSANG! MONDAY, 7th June, Noon;
SIGAPORE, PENANG & CALCUTTA KUTSANG! TUESDAY, 8th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Nansang* and *Fooksing* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 61.
Hongkong, 22nd May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. TO SAIL
SHANGHAI YINGHOW 27th May, 4 P.M.
SINGAPORE HOOPEE 27th Daylight
SHANGHAI ANNUI 30th Daylight
MANILA (relieving "Team") KALIFOG 1st June, 3 P.M.
CEBU & ILOILO CHIHLI 1st 4 P.M.
WEIHAIWEI, CHEFOG & TIENTSIN HUICHOW 1st Daylight
SHANGHAI OHINHUA 3rd Daylight
SHANGHAI LINAN 6th Daylight
MANILA TEAM 15th 3 P.M.
MANILA, ZAMBOANGA and USUAL CHANGSHA 15th 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANJI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked "break" for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIETSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE, TWIN-SCREW, "TAKMAK" (Ankuil, Chenan, Linan, Chinhu), will excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, AGENTS.

Telephone No. 16.
Hongkong, 25th May, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and ship—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond.	MANILA	SATURDAY, 1st May, at Noon;
ZAFIRO	2540	R. Rodger	"	SATURDAY, 1st June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGER.

Hongkong, 25th May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO and
SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU 6,000 tons gross Sail 1st June, 1909, at Noon;
S.S. MANSHU MARU 5,000 1st July, 1909, at Noon;
S.S. AMERICA MARU 6,000 10th Aug., 1909, at Noon;
S.S. HONGKONG MARU 6,000 26th Oct., 1909, at Noon;
S.S. MANSHU MARU 5,000 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

HONGKONG AVERAGE MARKET PRICES.

Corrected on May, 20th, per 3 Mills.

BUTCHER MEAT.

Cent.

Beef sirloin & prime cut—Mei Lung Pa B. 20

Corned—Ham Ngau Yuk 20

Roast—Siles 20

Breast—Ngau Lam 18

Soup—Tong Yuk 15

Steak—Ngau Yuk Pa 20

" Sides—Ngau Lau 30

Sausages—Ngau Yuk Ching 25

Bullock's Brains—Know per set 10

Tongue fresh—Ngau Li each 50

" cooked—Ham Ngau Li 50

Head—Ngau Tau 80

Heart—Ngau Sam per lb. 13

Hump, Salt—Ngau Kia 18

Feet—Ngao Kook each 10

Kidneys—Ngau Yiu 18

Tail—Ngau Mel 12

Liver—Ngau Con 6

Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau chal 50

tan-kook set 50

Mutton Chop—Young Pa Kwai 22

" Leg—Young Pa 22

Shoulder—Young Shan 22

Pigs' Chittlings—Chi cheong 22

Brains—Chi Know per set 2

Feet—Chi Kook 12

A stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd May, 1909.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRaits, OKYUON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMER-

ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"

Captain T. H. Hide, R.N.R., carrying His Ma-

esty's Mails, will be despatched from this port

BOMBAK, E.C., on SATURDAY, the 29th

May, at Noon, taking Passengers and Cargo

for the above Ports in connection with the Com-

pany's SS. *Victoria*, 5,500 tons, from Colombo,

Passenger's accommodation in which vessel

is secured before departure from Hongkong.

SS. and Valables, all Cargo for France,

and to London (under arrangement)

will be transhipped at Colombo into the

Steamship proceeding direct to Marseilles

and London, other Cargo for London, &c., will

be conveyed via Bombay by the R.M.S.

Ocean, due in London on 3rd July, 1909.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT,

Superintendent.

Hongkong, 15th May, 1909.

THE BANK LINE, LIMITED.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

Capt. A. Stewart, will be despatched, for the

above Ports on SATURDAY, the 29th May,

at Noon.

This Steamer has Superior Accommodation

for Passengers, and is

Shipping—Steamers.

FOR SHANGHAI.

THE P. & O. S. N. Co's Steamship

"DELHI."

Captain G. W. Gordon, R.N.R., will leave for SHANGHAI TO-MORROW, the 27th May, at Noon.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 26th May, 1909.**"SHIRE" LINE OF STEAMERS,
LIMITED.**FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Steamship

"SEGUIRA,"

Captain Hayes, will be despatched above on about 8th prox.

The excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 25th May, 1909.

Shipping.**Arrivals.**

Numantia, Ger. s.s., 4,184 H. Feldmann, 25th May.—Karatsu 20th May, Coal.—P. & A. S. S. Co.

Cheung Shing, Br. s.s., 1,265 V. McClymont Liddell, 25th May.—Chefoo, 16th May, Gen.—J. M. & Co.

Ospack, Br. s.s., 2,517 R. J. Woodget, 26th May.—Shanghai 23rd May, Gen.—B. & S.

Duiji Maru, Jap. s.s., 900 Y. Kuburaki, 26th May.—Swatow 25th May, Gen.—O. S. K.

Bennmohr, Br. s.s., 1,935 J. Henderon, 26th May.—from Singapore, Gen.—G. L. & Co.

Vingchow, Br. s.s., 1,216 W. Fraser, 26th May.—Canton 25th May, Gen.—B. & S.

Kwangtung, Ch. s.s., 1,536 Wm. H. Luot, 26th May.—Canton 25th May, Gen.—C. M. S. N. Co.

Kalgan, Br. s.s., 1,143 Lewis, 26th May, Chinkiang 21st May, Rice.—B. & S.

Anhui, Br. s.s., 1,350 J. Meathrel, 26th May, Shanghai 23rd May, Gen.—B. & S.

Haiyan, Br. s.s., 1,362 A. E. Hodges, 26th May.—Fochow via Amoy and Swatow 25th May, Tea and Gen.—D. L. & Co.

Aldenham, Br. s.s., 3,808 St. John George, 26th May.—Kobe 21st May, Gen.—G. L. & Co.

Delhi, Br. s.s., 4,783 G. W. Gordon, 26th May, Bombay and Singapore 22nd May, Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

China, for Saigon.

Hainan, for Swatow.

Carl Diederichsen, for Hoikow.

Hoipang, for Singapore.

Shinku Maru, for Saigon.

Slella, for Singapore.

Anhui, for Canton.

Departures.

May 26.

Iyo Maru, for Singapore.

Satsuma Maru, for Swatow.

Hainan, for Shanghai.

Haiyan, for Amoy.

Ruttsberg, for Hoikow.

Merwo, for Canton.

Germany, for Calzon.

Dufour, for Canton.

Kalgan, for Canton.

Hoipang, for Singapore.

Hoipang, for Fochow.

Haiyan, for Hoikow.

Korat, for Bangkok.

CMA, for Penang.

Silexa, for Colombo.

Shinku Maru, for Saigon.

Carl Diederichsen, for Haiphong.

Passengers arrived:

Per Anhui, from Shanghai—Messrs. Taylor, Hermido and Thompson.

Per Halyan, from Coast Posts—Mrs. G. Kinghorn, Messrs. Knott, J. M. Forbes, His Lordship Bishop Pozzani, His Lordship Messrs. Rev. Virginal Sonday, Tholiere, Rysac, and Mr. Chinese.

Per Aldenham, from Japan—Mrs. E. G. Asay and child, Mrs. G. Tormey, Misses Tormey (2), Miss Hicks, Messrs. T. Dunlop, Gray (H.F.), Capt. Holm, Mrs. Gordon, and Miss Norman.

Passengers departed:

Per Kaga Maru, for Seattle, &c.—Mr. E. H. Foo, Mr. and Mrs. N. T. Hashim, Messrs. K. Oshima, B. de Castro, R. A. Beaudot, Mrs. Mc Ardle, Miss A. Brand, Messrs. W. A. Brand and W. Bowden.

Per Iyo Maru, for London, &c.—Mr. A. E. Wiltem, Mrs. M. Esteve, Mrs. Fullerton, Mr. E. A. Worms, Mr. and Mrs. E. J. Pierpoint, Messrs. W. H. Bramwell, J. R. Dunn, A. Beck J. Duff, A. Tidbury and E. M. Raymond.

Shipping Reports.

Sir Anhui, from Shanghai—Moderate vari-

able winds, heavy rain.

Sir Aldenham, from Japan—Smooth sea

light, variable wind, foggy and raining in

Formosan Channel.

Sir Haliyang, from Coast Ports—Light

variable winds, overcast, and dirty rainy wea-

ther, with frequent fog banks.

VESSELS IN PORT.**Steamers.**

Arratoon Apcar, Br. s.s., 2,031 A. Stewart, 25th May.—Singapore 19th May, Gen.—

D. S. & Co., Ltd.

Asia, Br. s.s., 2,450 Harry Gaukroger, 23rd May.—San Francisco 24th April, Honolulu 1st May, Yokohama 14th, Kobe 16th, Nagasaki 18th, and Shanghai 20th, Mails and Gen.—P. M. S. S. Co.

Canton, Br. s.s., 1,173 A. R. Anderson, 25th May.—Weihaiwei 19th May, Gen.—J. M. & Co.

Cardiganshire, Br. s.s., 7,698 W. C. Tyers, 24th May.—London 8th April, Gen.—J. M. & Co.

Derwent, Br. s.s., 1,562 J. Jenkins, 16th May, Saigon 15th May, Gen.—Man Fat & Co.

Devawongse, Ger. s.s., 1,055 F. Rehwaldt, 24th May.—Bangkok 6th May, and Swatow 2nd, Rice and Gen.—B. & S.

Else, Zom Buch, Ger. s.s., 1,330 C. von Schimpff, 22nd May—Pelew Islands 14th May, Ballast.—M. & Co.

Fukui Maru, Jap. s.s., 3,087 K. Nakagawa, 10th May.—Moj 14th May, Coal—M. B. K.

Hadis, Nor. s.s., 1,065 G. Solberg, 24th May, Swatow 23rd May, Gen.—Asgard, Thorstein & Co.

Halvord, Nor. s.s., 1,066 R. Rosenberg, 22nd May.—Moj 16th May, Coal.—Asgard, Thorstein & Co.

Heliopolis, Br. s.s., 2,067 J. W. Martin, 21st May.—Chin-wang-ao 15th May, Ballast—G. L. & Co.

Holstein, Ger. s.s., 1,103 D. Heng, 24th May, Iloilo 22th May, Sugar—J. & Co.

Hongkong Maru, Jap. s.s., 3,435 H. S. Smith, 19th May.—Moj 14th May, Coal and Gen.—T. K. K.

Hupeh, Br. s.s., 1,021 H. Mathias, 25th May, Canton 24th May, Gen.—B. & S.

Keong Wai, Ger. s.s., 1,115 J. Kohler, 23rd May.—Bangkok 16th May, Rice and Wood—B. & S.

Kohchang, Ger. s.s., 1,302 C. Rosiesky, 21st May.—Bangkok 15th May, Rice—B. & S.

Loosok, Ger. s.s., 1,020 P. Wottstock, 24th May.—Bangkok 15th May, Rice—B. & S.

Loyal, Ger. s.s., 1,237 Fr. Nauvin, 21st May.—Siblic, (N. C. Borco) 13th May, Coal—S. W. & Co.

Montrose, Br. s.s., 2,286 R. Gleig, 22nd May.—Moj 16th May, Coal—P. & Co., Ltd.

Oaofa, Br. s.s., 5,809 W. Coper-Lycett, 18th May.—Tacoma, U.S.A., 21st April, Flour and Lumber—B. & S.

Phrasang, Ger. s.s., 1,313 Fr. von Mangelsdorf, 21st May—Bangkok 13th May, Rice—B. & S.

Saigon, Per Tsimshats, 27th May, 3 P.M.

Shanghai and Yokohama—Per Cardigan, May 27th May, 5 P.M.

Takao, 27th May, 11 A.M.

Takao, 27th May, 11 A.M.

Vicks, 27th May, 11 A.M.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADDOOR & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE INTEREST AT PENNY PER DOLLAR BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$150,000}	\$2,006,334	Final of 1/- and bonus of 5/- for 1908 @ ex 1/3/1909	5 1/2	\$180 sellers (London) 200
NATIONAL BANK OF CHINA, LIMITED.								
National Bank of China, Limited	90,000	\$7	6	{ \$4,000 \$750,000}	\$10,223	5/- (London) 1/6 for 1908	5 1/2	\$51 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	50	{ \$1,560,000 \$252,757 \$41,490 \$18,500 \$1,250,000 \$1,307,747 \$1,110,577}	2000	5/- for 1907	5 1/2	\$197 sales
North China Insurance Company, Limited.								
North China Insurance Company, Limited	10,000	\$14	13	{ \$1,500,000 \$1,307,747 \$1,110,577}	Tls. 160,312	Interim of 7/6 for 1908	5 1/2	Tls. 104 buyers
Union Insurance Society of Canton, Limited.								
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,500,000 \$252,757 \$41,490 \$18,500 \$1,250,000 \$1,307,747 \$1,110,577}	\$2,464,911	Final of 5/- making 3/- for 1907 and interim of 5/- for 1908	5 1/2	\$845 sellers
Yangtze Insurance Association, Limited.								
Yangtze Insurance Association, Limited	10,000	\$100	100	{ \$1,500,000 \$252,757 \$41,490 \$18,500 \$1,250,000 \$1,307,747 \$1,110,577}	\$707,037	5/- and bonus 5/- for 1907	5 1/2	\$125 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$743,663 \$15,500}	\$175,341	5/- and bonus 5/- for 1907	5 1/2	\$100 buyers
Hongkong Fire Insurance Company, Limited.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	50	{ \$1,000,000 \$743,663 \$15,500}	\$168,711	5/- for 1907	5 1/2	\$345 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$264,618 \$209,667 \$150,000}	\$1,028	5/- for 1906	5 1/2	\$11 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$7,000 \$264,618 \$209,667 \$150,000}	Nil	2/- for year ending 30.6.1908	5 1/2	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$50,700 \$59,473 \$15,500}	\$20,279	Final of 1/- making 2/- for 1908	5 1/2	\$318 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)								
Do. (Deferred)	60,000	£5	£5	{ £10,000 £240,000}	£13,755	6/- for 1907 on Preference shares only @ ex 1/9/11/6-5/- 1/4	4 1/2	\$73 buyers
Shanghai Tug and Lighter Company, Limited.								
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$700,000 \$2,000,000}	Tls. 14,520	Final of Tls. 1/- making Tls. 3/- for 1908	5 1/2	Tls. 54 buyers
"Shell" Transport and Trading Company, Limited.								
"Shell" Transport and Trading Company, Limited	2,000,000	£2	£2	{ £2,000,000 £16,000 \$47,321}	£6,837	Second interim of 1/- for 6/6.1908	5 1/2	£55 buyers
"Star" Ferry Company, Limited.								
"Star" Ferry Company, Limited	10,000	Sto	Sto	{ \$10,000 \$10,000}	508	£1/- for year ending 10.4.1908	4 1/2	£60 buyers
Taku Tug and Lighter Company, Limited.								
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 40,479 Tls. 44,103 Tls. 81,000 Tls. 7,000}	Tls. 3,185	Final of Tls. 1/- making Tls. 2/- for 1908	5 1/2	Tls. 45 sales
REFINERIES.								
China Sugar Refinery Company, Limited	20,000	\$100	\$100	{ \$350,000 \$356,848}	Dr. 55,858	5/- for year ending 31.12.08	5 1/2	\$145 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000}	Dr. 513,581	5/- for 1897	5 1/2	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000}	Tls. 5,179	Tls. 5/- for year ending 31.8.08	5 1/2	Tls. 250 buyers
MINING.								
China Engineering and Mining Company, Ltd.	1,000,000	£1	1/2	{ £195,000 £182,389}	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	5 1/2	Tls. 17,20 b
Riob Australian Gold Mining Company, Limited	150,000	£1	1/2	{ £10,000 £4,878}	£1,919	No. 12 of 1/-=18 cents	5 1/2	£91 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$85	\$85	{ \$48,-6	Dr. 57,421	\$1.75 for year ending 31.12.06	5 1/2	\$12
HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.								
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£50	£50	{ £50,000 \$30,800 \$40,000 \$19,191 \$200,000}	£20,108	Final of 5/- making 5/- for 1907	5 1/2	\$58 buyers
HONGKONG AND WHAMPON DOCK COMPANY, LTD.								
Hongkong and Whampoon Dock Company, Ltd.	50,000	£50	£50	{ £50,000 \$18,191 \$200,000}	£18,798	Final of 5/- making 5/- for 1908	5 1/2	£55 a. and b.
Shanghai Dock and Engineering Co., Ltd.								
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 697,357}	Tls. 23,718	Interim of Tls. 1/- for 6 months ending 31st October, 1908	5 1/2	Tls. 14 buyers
Shanghai and Hongkew Wharf Company, Limited.								
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 183,000}	Tls. 22,818	Final of Tls. 6/- making Tls. 10/- for 1908	5 1/2	Tls. 163 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 85,000 \$35,000 \$15,000}	Tls. 5,825	Tls. 6/- for year ending 29.2.09	5 1/2	Tls. 102 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	£50	£50	{ £50,000 \$15,000 \$10,000}	£4,250	Tls. 2/- for year ending 30.6.1908	5 1/2	£55 a. and b.
Central Stores, Limited	10,000	£50	£50	{ £50,000 \$15,000 \$10,000}	£24,611	£1/- ex div.	5 1/2	£14 buyers
Hongkong Hotel Company, Limited	10,000	£50	£50	{ £50,000 \$15,000 \$10,000}	£20,000	Final of £3/- making £5/- for 1908	5 1/2	£14 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	£10	£10	{ £50,000 \$20,000 \$10,000}	£21,178	Final of £3/- making £7/- for 1908	5 1/2	£14 buyers
Humphry Estate & Finance Company, Limited	150,000	£10	£10	{ £10,000 \$20,000 \$10,000}	£24,261	60 cents for 1908	5 1/2	£10 buyers
Kowloon Land and Building Company, Limited	6,000	£50	£50	{ none}	£278	£1/- for 1908	5 1/2	£10 buyers
Singapore Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 149,345 Tls. 31,000 none}	Tls. 142,404	Final of Tls. 3/- and bonus of Tls. 2/- making Tls. 8/- for 1908	5 1/2	Tls. 120 sales
West Point Building Company, Limited	12,500	£50	£50	{ none}	£1,968	Final of £5/- making £4/- for 1908	5 1/2	£44 sales
COTTON MILLS.								
Ewe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,156 \$20,000}	Tls. 5,825	Tls. 5/- for year ended 31.10.1908	5 1/2	Tls. 123 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	£10	£10	{ £10,000 \$20,000}	£9,553	50 cents for year ending 31.7.08	5 1/2	£31 buyers
Intercultural Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{				